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## GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 PRIZES MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

## The Analyst's report:-

"It is of unexceptionally good quality."

"Particularly pleasant to the taste."

"Decidedly tonic and sustaining."

"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., Ltd.

Victoria Dispensary,

Queen's Road Central,

Hongkong, 17th October, 1892.

## A. S. WATSON &amp; CO., LD.

## SEEDS.

OUR SECOND and LAST SHIPMENT for this Season of VEGETABLE and FLOWER SEEDS having arrived we strongly advise customers to order to prevent disappointment to book their orders at once for all seeds required for late sowing.

This Shipment contains many NEW KINDS highly recommended for this climate.

## FERMERS.

## MANUAL OF GARDENING

## FOR THE TROPICS.

This work is alike interesting to the student of botany and practical Gardener and comprises a large number of Plants which for the convenience of reference are arranged in separate groups and are headed with their ordinary and botanical names. The cultivation of FLOWERS, VEGETABLES, FRUIT TREES, &c., is practically dealt with and PRUNING, GRAFTING and MANURING thoroughly explained.

Price \$5.00.

## CLAYS FERTILIZER.

A High Class FERTILIZER for POT PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in tins containing 10 lbs. each...\$1.50.

25 lbs. ...\$4.00.

Special quotations for large quantities.

## RANSOME'S NEW PARIS

## LAWN MOWERS.

\$7.00 each.

## A. S. WATSON &amp; CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 15th October, 1892.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

## BIRTH.

At 5, Yangtze-poo Road, on the 23rd October, the wife of W. OXTON, of a son.

## The Hongkong Telegraph.

HONGKONG, MONDAY, OCTOBER 31, 1892.

## TELEGRAMS.

## SHANGHAI RACES.

(By Telegram.)

SHANGHAI, October 31st.

First day's winners:-  
MALOO PLATE, half a mile.  
Tonic.  
CRITERION STAKES, one mile.  
Maiden.  
MAIDEN STAKES, three quarters of a mile.  
Racing.  
RACING STAKES, one mile and a half.  
Tallman.  
JOCKEY CUP, one mile.  
Don.  
CLUB CUP, two miles.  
Bovill.  
STEEL STAKES, one mile and a quarter.  
Peterson.  
HACK STAKES, once round.  
Kingcraft.  
WHAMPOA STAKES, one mile and a half.  
Fleur de Rose.

## LOCAL AND GENERAL.

H.M.S. *Alacrity* and the U.S.S. *Marion* were at Chefoo on October 21st.

The Steamboat Co.'s grand old boat *Poonan* steamed over to Kowloon Dock this morning.

The cable steamship *Sharda Osborn*, Capt. C. O. Madge, arrived here from Cape St. James this morning.

The return of the number of visitors to the City Hall Museum for the week ended Oct. 30th. are:-Europeans, 281; Chinese, 1,616; total 1,897.

The Russian steamer *Nijel Novgorod*, with 350 emigrants (1) on board for Vladivostok, had to put in at Woosung on the 25th inst., short of coals.

The German ship *Leipzig* left Woosung for this port on the 24th inst., and we understand she will probably go into dock for some necessary repairs.

It occupied the barque *Schubert* back no less than twenty-one days to go from Amoy to Foochow. We fancy this must be a record for that voyage.

We are informed by the Agents of the Messageries Maritimes Co. that the Company's steamer *Natal*, with the next French mail, left Saigon yesterday at 6 a.m., for this port.

The appointment of Mrs. Christina Davis to be Assistant Mistress of the Government Central School for girls, as from April 1st last, is notified in the *Government Gazette* of October 29th.

A REGULAR meeting of the Victoria Preceptory, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited to attend.

SATURDAY'S *Gazette* notifies that His Excellency the Governor has recognized Mr. L. von Loeper as in charge of the German Consulate at this port, pending the arrival of the Queen's exequatur.

It is reported in Shanghai that the arrangement recently arrived at by the China Navigation, China Merchants and Indo-China Steamship Companies only refers to their all charging similar rates.

The Canadian Pacific Railway Co.'s Royal mail steamer *Empress of India*, Captain O. P. Marshall, R.N.R., arrived at Yokohama from Vancouver yesterday, and left at noon to-day for this port, via Kobe and Shanghai.

ACCORDING to a notification in the *Government Gazette*, 3,057 gallons of proof spirits were manufactured at the East Point Sugar Refinery during the quarter ended the 24th October. Rum ought to be cheap in the colony this winter.

At the annual meeting of the members of the St. Andrew's Society of Shanghai, held at the Masonic Club there on the 24th October, it was unanimously decided to celebrate St. Andrew's Day by a Ball, to be held in the Astor House.

We note that Mr. H. A. Gills, British Consul at Ningbo, is going home on a year's leave. Mr. F. H. Hays will act for him during his absence, and Mr. N. J. Trantman, returning from leave, will take Mr. Hauser's place at Shanghai.

MESSRS. Nisard and Hennessey, the two survivors of the ill-fated Norwegian steamer *Normand*, arrived here from Taiwanfo on the Douglas Co.'s steamer *Formosa* this morning. A full descriptive report of their experiences will be found in another part of this issue.

THE North-east monsoon seems to have been just "one too many" for the last typhoon signal as being east of the colony on Saturday. It couldn't fetch up in Hongkong worth a cent, but, on the contrary, has had to draw its horses in and go tromping along away to the north-east ward.

CHEVALIER PANSA, the Italian Minister to China and Siam, returned from a special mission to the capital of Chubalongkorn's dominions by the *Phra Chula Chom Klao*, Capt. J. A. Morris this morning. His Excellency is accompanied by Lieut. Martin, attaché, and Major Baron von Starnburg.

When the pugilistic thumper isn't thumping, it's thumping.

Nor a-fleeing from the minions of the law, Of the law.

He loves to keep the young reporter humping, Porter humping.

A-taking down the output of his jaw, Of his jaw.

THE 93-ton schooner *Santa Cruz*, Captain H. J. Rade, put back to Hongkong on Saturday afternoon last after vainly attempting to reach the Caroline group with a full general cargo consigned to "King" O'Keefe. The *Santa Cruz* sailed from Hongkong on the 13th September and had the misfortune to encounter three typhoons, during one of which it became necessary to cut away the fore and main masts owing to the little vessel being on her beam-ends through the cargo-shifting. Several leaks were also sprung on the 20th September, and from that date until arrival in port the crew, numbering 16 hands, were almost continuously at the pumps. At one time their task of keeping the ship afloat seemed hopeless, for the sea gained on them until there was fully five feet of water in the hold. Their fresh water supply, too, ran short owing to the sea smashing the water kegs, so that for several days all hands were obliged to subsist on beer, spirits and "hard tack." After a tremendous battering in terrific seas the position of the ship was at last fixed on the 21st instant, and a course was then shaped for Calayan Island, under the lee of which the vessel anchored close to the village of St. Bartolomey. Here fresh water and provisions were obtained as well as new masts with which to replace the jury-masts which had been erected a few days prior to arrival in the Ballatang Channel. On the 24th the *Santa Cruz* was once more fairly ready to do battle with the raging main, so her snow-white wings were spread to a fresh breeze, a course being set for Hongkong, which haven of refuge, as above stated, was reached on the 25th instant. That this small vessel should have lived through such a succession of circular storms, or even one of them, and been brought safely into port speaks volumes for the able seamanship and indomitable pluck of her Captain, officers and crew, who would appear to have saved the ship and their own lives by almost superhuman exertions and an exhibition of skill rarely equalled in the annals of tales of sea, notwithstanding as many of them are. The *Santa Cruz* is a remarkably staunch little vessel which, after a rest in this port, will make a fresh attempt to fetch Yuen, and it is to be hoped that she will in due time reach that far-away island and her regular cargo.

In this issue we publish detailed reports of the cruise of the *Sin Taiwan* in the Pescadores and the voyage of the Douglas steamer *Formosa*, Capt. T. Hall, which was sent to search for the former vessel and the survivors of the *Normand* who were cast away on Pa-chau Island.

SEVERAL severe squalls passed over Koh-chang a few days ago, says the *Bangkok Times* of October 19th; one of them tore all the metal off the roof of the landing-stage, and another capsized a fishing-boat. Capt. Vill, of the *Thoon Kramon*, sent a boat to the rescue of the occupants with commendable promptitude, and saved all six.

The *Siam Free Press* of Oct. 18th says:-"The Bhumai Prince, Meng Sai, who caused considerable trouble to the Siamese in Chienmai by stirring and exciting the people to rebellion, is about to be released from prison. He has been confined in a Bangkok gaol since his capture, and it may taken for granted that he leaves his prison but to die."

## MAILS DUE:-

Indian ( <i>A. After</i> )	to-morrow.
Shanghai ( <i>Singhalese</i> )	"
American ( <i>Belgian</i> )	"
French ( <i>Natal</i> )	2nd proximo.
Bombay ( <i>Canton</i> )	2nd "
Bombay ( <i>Maria Valeria</i> )	2nd "
Australian ( <i>Guthrie</i> )	3rd "
Bombay ( <i>Bornida</i> )	5th "
Canadian ( <i>Ex. of India</i> )	8th "

In the "Dead Letter" list in Saturday's *Gazette* appears the name of the Earl of Glasgow, a letter for that nobleman having been returned to Colombo, where no address could be found. This letter doubtless raised his lordship, who was en route to New Zealand to assume the governorship of that colony, and the Colombo Postmaster apparently hadn't the sense to forward it on to Wellington, N.Z., where it would have reached its destination safely enough. Perhaps our local Acting Postmaster will take the hint!

A CORRESPONDENT writes that the Peak Tramway management has evidently been experimenting with the wire cable and not with very satisfactory results. Owing probably to too much allowance being made for stretching, the rope is somewhat deficient in length, and the car, instead of running into the station, stops nearly opposite St. John's Place, so that passengers have to walk along the line to get into the roadway. Our correspondent, who is a most facetious "cuss," suggests that the stations should be placed on wheels to remedy the present defect.

## SUPREME COURT.

## IN APPELLATE JURISDICTION.

(Before the Full Court.)

October 31st.

## THE MISSING TREASURE CASE.

In the suit brought by Messrs. Marty & Co. against Chau Yuch, complainant of their charter steamer *Swallow*, to recover \$700, the value of a consignment of treasure which was wrongly delivered and fell into the hands of a thief named Halphong, Mr. Francis Q.C. instructed by Mr. Wilkinson, applied on behalf of defendant for leave to appeal against the decision of the Acting Judge, which was in favour of the plaintiff. Mr. Phillips, instructed by Mr. Hastings (Wilkinson & Deacon) was for the respondent.

After considerable discussion, leave was granted.

## THE KOWLOON CITY LAUNCHES.

Application was made by the owner a launch running to Kowloon City, for leave to appeal against the finding of the Acting Judge in a dispute, as to the amount due to the charterer.

The plaintiff had a launch, which defendant chartered to run daily to Kowloon City; defendant got a permit from the mandarin; the launch was returned to plaintiff, and the permit handed to him in payment of charter money. The Chief Justice said:-"We think that there should not be leave to appeal in this case. It is, as Mr. Francis says, a question of the credibility of two witnesses-the plaintiff's accountant on the one hand and the defendant on the other. There is no doubt the charter-party was modified by a verbal agreement of some sort, and the question is, as it was before the Judge in the Summary Court, what that verbal agreement was. According to the plaintiff's story, he agreed to pay defendant \$25 a month for the permit but according to the defendant plaintiff agreed to pay or give credit for \$500, the price of taking over the licence from defendant. It is suggested that it was much more likely that they would have agreed to pay \$25 a month, but I am not prepared to say that it is necessarily more likely. The defendant, or whoever originally obtained that licence (because we do not know whether it was an assumed name or not) probably paid for it without knowing how long it would hold good (as it turns out to have been dependent on the tenure of office of the Kowloon mandarin) and it seems to me probable that at any rate quite possible, that the plaintiff may have agreed to take the same risk. Anyhow, the defendant had the benefit of seeing the two witnesses before him, and he gave credence to the defendant rather than to the plaintiff on this point. He tells me he is still of the same opinion, and thinks he should still arrive at the same conclusion as when the case was first before him. He has exercised in this matter, as in a great number of other matters, the functions of a jury, and I think if this question was left to a jury, and the jury had found in favour of the defendant, the finding would not have been disturbed on appeal. Therefore I am of opinion that this application must be refused, and my learned friend agrees."

## TWO MORE TOTAL WRECKES.

We are indebted to the courtesy of Mr. G. R. Stevens for information received by wire from Saigon this forenoon from Captain J. B. MacMillan, of the Nippon Yusen Kaisha steamer *Takama Maru*, to the effect that during his passage southward from Hongkong Captain MacMillan picked up the Captain and part of the crew of the British ship *Graina*, found to have been wrecked on October 27th, on the Rikidama shore, in the Pescades. Judging from the telegram received from Saigon here can be little doubt that another fine vessel has come to hopeless grief on these dangerous rocks, and we sadly fear that the wreck has been attended with serious loss of life. The *Graina* was an iron full-rigged ship of 1,700 tons net, built by Messrs. R. Duncan & Co. at Port Glasgow in 1883, and owned by Mr. T. C. Guthrie of Glasgow. She was 204 feet 9 inches in length, 39 ft. 8 in. broad, with a depth of 23 feet 4 inches. On the disastrous voyage the *Graina* had a full cargo of Cardiff coal for the Hongkong Naval Dock-yard. The vessel's crew would probably number about forty, all told.

Following on the report of the *Graina* disaster comes news of yet another total loss. Capt. Rumeys, Harbour Master, kindly informs us that the steamship *Proponitis*, which arrived to-day from Java, reports as follows:-

"During the passage from Cherbon (Java) to Tegal, passed a sunken wreck, barque rigged, with topmasts above water. She lies right in the fairway of shipping, in 71 fathoms of water. Position: Lat. 6 deg. 40' S. Long. 106 deg. 57' E. East. (Signed) WM. H. FARRAND, Master."

## THE DOUBLE DISASTER ON

## THE PESCADORES.

(From our Special Correspondent.)

Taiwanfo, 26th October, 1892.

You are, of course, well posted by this time as to all that happened in connection with the deplorable *Bokhara* wreck, and have doubtless heard of the previous disaster only now known, the stranding of the *Normand*, a Norwegian steamer, on the evening of Sunday the 9th October, at a spot only a few miles to the South and West of that where the following night the ill-fated mail steamer struck.

Thinking, however, that you may be interested in getting the latest news from the scene of the disaster, I have succeeded, through the courtesy of one of the gentlemen on board the *Sin Taiwan*, in securing a copy of a report which he drew up, as also copies of statements made by the two surviving members of the *Normand*'s crew. Both of these I append, of course, as far as we could to rescue the men on Pa-chau Island, and if at all possible, search the other islands, but as the sequel will show, it was utterly beyond our power to do more than fulfil the first of our undertakings. With that assistance and a couple of the largest galleys we ever saw, the energetic Captain pulled away, and soon the *Porpoise* was en route to Swatow. As this beautiful and speedy vessel gradually faded from our sight, we could not but envy them the possession of such a craft, and the ability to make light of even the heavy weather at that moment prevailing.

However, it was no use wishing for what could not be, and so taking it philosophically we determined to do the best we could with the means at our command, feeling that they were, however inadequate, at least the best of their kind, and that our little "boatie" would, under the skipper's guidance and care, do all that could in reason be expected of such a craft. The *Chien tai* went as an official pilot, and to make it as safe as we could another one was engaged from outside the colony, to do all we could to rescue the men on Pa-chau Island, and if at all possible, search the other islands, but as the sequel will show, it was utterly beyond our power to do more than fulfil the first of our undertakings. With that assistance and a couple of the largest galleys we ever saw, the energetic Captain pulled away, and soon the *Porpoise* was en route to Swatow. As this beautiful and speedy vessel gradually faded from our sight, we could not but envy them the possession of such a craft, and the ability to make light of even the heavy weather at that moment prevailing.

## THE CRUISE OF THE "SIN TAIWAN."

The steam launch *Sin Taiwan* left Takow at about 5 a.m. on the 14th, taking with them H.I.G. M. vice-Consul Dr. Merz and Dr. W.W. Myers. She called at Anping where Mr. W. Pelham L. Warren (H. B. M. Consul) and Mr. R. J. Hastings embarked. Leaving again at about 10.30 a.m. we steered for the Pescadores. Until well north of the Valley, the wind and sea were moderate, but as we went further north the breeze freshened and with it the sea rose. It was not, however, until we got up to the eastern end of East Island that our troubles really began, but once there the strong flood tide, running fully 4 knots, meeting the equally strong N.E. wind, and racing round the end of the Island, caused a state of affairs that is more pleasant in the recollection than it seemed to be at the time. Our little craft, however, showed her fine seagoing qualities, riding over the confused high seas like the proverbial cork, while at the same time the other and less attractive similarities were not less demonstrated by the violent way in which the boat pitched, rolled, and generally made things lively. Our skipper, a European and seafaring man, seemed at one time not to like it, but he held on, and at last we got through our miseries, anchoring in Dome Bay (at the back of Makong) at about 7.30 p.m. after a run of 9 or 10 hours, ready for rest, and highly pleased with the capabilities of our craft. At daylight next morning Capt. Wootton got under way, and we finally cast anchor in Makong inner harbour at about 10 o'clock. The Consuls immediately went on shore and interviewed the officials (Chien-tai and Ling), learning for the first time the full extent of what had happened to the *Bokhara*. It seems that the idea of her being a white boat arose from the colour of the wreckage, which turned out, after all, to be the deck houses of the *Normand*, which were painted white, and although what we now discovered relieved the German Consul of his official responsibility, the wreck and sorrow at what had actually taken place was great to one and all of us. The 23 survivors, who had been most kindly tended and cared for by the Chien-tai and people, left a memorandum with the former official enthusiastically testifying to the above facts signed by all the Europeans and winding up by saying that "the Chien-tai has treated as if we were his own children." We now heard that the Douglas steamer *Thales* had called on the previous day and taken away the *Bokhara* people, going on to Anping, where she had to call on her way to Hongkong. The Chien-tai had, besides supplying them with food, clothing and such medical appliances as he could get hold of, given them \$300, which latter, however, was gratefully returned on the *Thales* arrival, for of course any money required could then be easily got on board. It appears that the two men whose description we had got at Anping were still on the Pa-chau Islands, distant about 10 or 12 miles from Makong and we, in common with every one else, assumed that they also were survivors from the *Bokhara* wreck, having no idea that a second tragedy had been enacted.

The Chien-tai told Mr. Warren, who had at once instituted enquiries as to the recovery and burial of the bodies, that a great number of the dead had been buried, including of three ladies and a child. The light keeper who on the first news of the wreck coming to his knowledge had written a letter to the Chien-tai telling him of what he knew, and offering all assistance in his power, also buried two bodies, one male and the other a female. The latter in the opinion of the chief officer of the *Bokhara*, who had gone to the lighthouse with a view of communicating with the passing steamer, was the probability of the whereabouts of all the small steamer. Finding that owing to the state of the weather it would be utterly impossible for us to proceed in the launch even to the places of internment, the Consuls made efforts to get there overland, even hiring chairs for this purpose, but the state of the weather and tides that day put a stop to this attempt. Some of the party started off to walk towards the place in order to see for themselves whether the difficulties of access were as great as were reported, but had only gone about an hour when they saw the *Porpoise* coming in and therefore returned to communicate with her. Capt. Burr lost no time in coming to the *Sin Taiwan* where he met the consuls. From him we learned that he had come out in search of the *Bokhara* and had met the *Thales* at Anping, transferred the survivors from that steamer to his own vessel, that he was most anxious to go with the greatest dispatch to Swatow, in order to wire the sad news to the Commodore and the world generally, thus to some extent relieving the intense anxiety and suspense generally prevailing. We only informed him of the disaster on Pa-chau Island and he kindly communicated with us by Morse signals after getting on board his ship as to who they might possibly be, it being still, of course, believed that they came from the *Bokhara*. After a brief interview, the genial commander had to return to his ship as darkness was coming on, and he was anxious to get clear of the Pescadores before nightfall. The Consul informed him that he had already thanked the officials in the name of the British Government for their goodness, and so relieved Capt. Burr of one of the duties which had specially prompted him to call at Makong. We promised, of course, to do all we could to rescue the men on Pa-chau Island, and if at all possible, search the other islands, but as the sequel will show, it was utterly beyond our power to do more than fulfil the first of our undertakings. With that assistance and a couple of the largest galleys we ever saw, the energetic Captain pulled away, and soon the *Porpoise* was en route to Swatow. As this beautiful and speedy vessel gradually faded from our sight, we could not but envy them the possession of such a craft, and the ability to make light of even the heavy weather at that moment prevailing.

However, it was no use wishing for what could not be, and so taking it philosophically we determined to do the best we could with the means at our command, feeling that they were, however inadequate, at least the best of their kind, and that our little "boatie" would, under the skipper's guidance and care, do all that could in reason be expected of such a craft. The *Chien tai* went as an official pilot, and to make it as safe as we could another one was engaged from outside the colony, to do all we could to rescue the men on Pa-chau Island, and if at all possible, search the other islands, but as the sequel will show, it was utterly beyond our power to do more than fulfil the first of our undertakings. With that assistance and a couple of the largest galleys we ever saw, the energetic Captain pulled away, and soon the *Porpoise* was en route to Swatow. As this beautiful and speedy vessel gradually faded from our sight, we could not but envy them the possession of such a craft, and the ability to make light of even the heavy weather at that moment prevailing.

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which I have been favoured, and which speaks for itself:-

THE CRUISE OF THE "SIN TAIWAN."

The steam launch *Sin Taiwan* left Takow at about 5 a.m. on the 14th, taking with them H.I.G. M. vice-Consul Dr. Merz and Dr. W.W. Myers. She called at Anping where Mr. W. Pelham L. Warren (H. B. M. Consul) and Mr. R. J. Hastings embarked. Leaving again at about 10.30 a.m. we steered for the Pescadores. Until well north of the Valley, the wind and sea were moderate, but as we went further north the breeze freshened and with it the sea rose. It was not, however, until we got up to the eastern end of East Island that our troubles really began, but once there the strong flood tide, running fully 4 knots, meeting the equally strong N.E. wind, and racing round the end of the Island, caused a state of affairs that is more pleasant in the recollection than it seemed to be at the time. Our little craft, however, showed her fine seagoing qualities, riding over the confused high seas like the proverbial cork, while at the same time the other and less attractive similarities were not less demonstrated by the violent way in which the boat pitched, rolled, and generally made things lively. Our skipper, a European and seafaring man, seemed at one time not to like it, but he held on, and at last we got through our miseries, anchoring in Dome Bay (at the back of Makong) at about 7.30 p.m. after a run of 9 or 10 hours, ready for rest, and highly pleased with the capabilities of our craft. At daylight next morning Capt. Wootton got under way, and we finally cast anchor in Makong inner harbour at about 10 o'clock. The Consuls immediately went on shore and interviewed the officials (Chien-tai and Ling), learning for the first time the full extent of what had happened to the *Bokhara*. It seems that the idea of her being a white boat arose from the colour of the wreckage, which turned out, after all, to be the deck houses of the *Normand*, which were painted white, and although what we now discovered relieved the German Consul of his official responsibility, the wreck and sorrow at what had actually taken place was great to one and all of us. The 23 survivors, who had been most kindly tended and cared for by the Chien-tai and people, left a memorandum with the former official enthusiastically testifying to the above facts signed by all the Europeans and winding up by saying that "the Chien-tai has treated as if we were his own children." We now heard that the Douglas steamer *Thales* had called on the previous day and taken away the *Bokhara* people, going on to Anping, where she had to call on her way to Hongkong. The Chien-tai had, besides supplying them with food, clothing and such medical appliances as he could get hold of, given them \$300, which latter, however, was gratefully returned on the *Thales* arrival, for of course any money required could then be easily got on board. It appears that the two men whose description we had got at Anping were still on the Pa-chau Islands, distant about 10 or 12 miles from Makong and we, in common with every one else, assumed that they also were survivors from the *Bokhara* wreck, having no idea that a second tragedy had been enacted.

The Chien-tai told Mr. Warren, who had at once instituted enquiries as to the recovery and burial of the bodies, that a great number of the dead had been buried, including of three ladies and a child. The light keeper who on the first news of the wreck coming to his knowledge had written a letter to the Chien-tai telling him of what he knew, and offering all assistance in his power, also buried two bodies, one male and the other a female. The latter in the opinion of the chief officer of the *Bokhara*, who had gone to the lighthouse with a view of communicating with the passing steamer, was the probability of the whereabouts of all the small steamer. Finding that owing to the state of the weather it would be utterly impossible for us to proceed in the launch even to the places of internment, the Consuls made efforts to get there overland, even hiring chairs for this purpose, but the state of the weather and tides that day put a stop to this attempt. Some of the party started off to walk towards the place in order to see for themselves whether the difficulties of access were as great as were reported, but had only gone about an hour when they saw the *Porpoise* coming in and therefore returned to communicate with her. Capt. Burr lost no time in coming to the *Sin Taiwan* where he met the consuls. From him we learned that he had come out in search of the *Bokhara* and had met the *Thales* at Anping, transferred the survivors from that steamer to his own vessel, that he was most anxious to go with the greatest dispatch to Swatow, in order to wire the sad news to the Commodore and the world generally, thus to some extent relieving the intense anxiety and suspense generally prevailing. We only informed him of the disaster on Pa-chau Island and he kindly communicated with us by Morse signals after getting on board his ship as to who they might possibly be, it being still, of course, believed that they came from the *Bokhara*. After a brief interview, the genial commander had to return to his ship as darkness was coming on, and he was anxious to get clear of the Pescadores before nightfall. The Consul informed him that he had already thanked the officials in the name of the British Government for their goodness, and so relieved Capt. Burr of one of the duties which had specially prompted him to call at Makong. We promised, of course, to do all we could to rescue the men on Pa-chau Island, and if at all possible, search the other islands, but as the sequel will show, it was utterly beyond our power to do more than fulfil the first of our undertakings. With that assistance and a couple of the largest galleys we ever saw, the energetic Captain pulled away, and soon the *Porpoise* was en route to Swatow. As this beautiful and speedy vessel gradually faded from our sight, we could not but envy them the possession of such a craft, and the ability to make light of even the heavy weather at that moment prevailing.

However, it was no use wishing for what could not be, and so taking it philosophically we determined to do the best we could with the means at our command, feeling that they were, however inadequate, at least the best of their kind, and that our little "boatie" would, under the skipper's guidance and care, do all that could in reason be expected of such a craft. The *Chien tai* went as an official pilot, and to make it as safe as we could another one was engaged from outside the colony, to do all we could to rescue the men on Pa-chau Island, and if at all possible, search the other islands, but as



quantities of silk and straw braid have been washed ashore, but the Consul has notified the officials, who have promised to do all they can to recover the wrecked cargo. It is by no means abandoned, and that immediate foreign efforts will be made to save both cargo and treasure, all cargo given up by native salvors are being paid for at just and fair rates, no doubt. In time, too, as soon as a more responsible agent goes there, and begins to treat with the people, he will find no difficulty, as long as he treats them with ordinary fairness, in getting hold of anything they have picked up. It is very evident we are not treating nowadays with pirates or looters but with a people who have shown themselves capable of exhibiting the highest and best traits of most civilized humanity—and this, under circumstances that might well try persons whose morality is of more favorable repute than that of the pirates who have hitherto been, and certainly will be, the only people who have shown in their possessions of the good things of this world. Let us hope that with this splendid chance before us, to say nothing of the merits of the case, Europeans generally will take good care to improve the occasion, and show these Asiatics that we can be as appreciative and grateful for any good in them, as we are undoubtedly sharp at censuring and punishing all they do when, however slightly, it may seem contrary to western ideas and ethics.

All business being now arranged as far as possible we were preparing to settle down for another turn of patient watchfulness for the "start" which would justify us in attempting the run home again through the inter-island tide races, and our most sanguine hopes did not extend to speedier relief than that which might be afforded by the *Thales* on Wednesday 26th. On the day after our return to Makong, however, i.e. on Monday the 21st we were greatly surprised to see a Douglas steamer making for the light under the light where she anchored. After a time she came into Makong harbor, and turned out to be the *Formosa* sent in search of us by the generous kindness of the Douglas Co. It seems that getting anxious as to our whereabouts and having heard nothing of us since leaving Anping, Messrs. Bain & Co. wired the fact to Amoy, begging that the *Thales* might be directed to search for us. Messrs. Laprak & Co., with characteristic goodness, at once determined to order the *Formosa* to deviate from her Tamsui run and make the enquiry. The Commissioner and indeed the whole Customs Staff zealously and kindly aided in the search, and the *Formosa*, although it was a Sunday and she had cargo to discharge, this was all quickly arranged, letting the steamer leave Amoy on her humane errand by 6.30 p.m. Such spontaneous and kindly acts as these serve greatly to relieve the gloom that inevitably attends the misfortunes which call for their display, and we, in common with all others interested in the *Sin Taiwan* and her belongings, must and do indeed feel sincerely grateful for, and proud of the generosity and goodness shown them by ship-owners, officers of the Customs, and all others who so unselfishly sprang forward to render aid to us in their power when they had reason to believe it was required.

Thus, the *Sin Taiwan* was snugly encircled in Makong harbor, but we were none the less glad of a chance of getting back now that all we went for had been accomplished in so far as we were capable of carrying it out, and therefore we gladly availed ourselves of Capt. Hall's offer to land us at Anping, and left the *Pescadores* at about 10.10 a.m. on the 24th, arriving at Anping in the afternoon of the same day. And thus ended a not very successful cruise, which, if not devoid of risk, discomfort and even some privation, has many less disagreeable reminiscences and associations.

#### THE "NORMAND" DISASTER.

Jahn Nistad, of Larvik, near Bergen, aged 20 years, states as follows:—I was 2nd engineer of the Norwegian steamer *Normand* of Bergen, built in that place, of steel, in 1897, and launched in January 1898. She was 220 tons register, with triple expansion engines of 1200 indicated horse power, made by Richardson and Sons of Sunderland. The *Normand* was owned by Christian Michelson and Co. of Bergen. We left Cronstadt on the 28th June for Vladivostok, laden with railway material, and arrived there on the 31st August. We left again for Nagasaki on the 29th September, arriving on the 2nd October. We took in a cargo of coals for the Messageries Maritimes Company, and left for Singapore at 4 a.m. on the 6th October. On the afternoon of the 8th we experienced a strong breeze from the N.E., with a falling glass. Reliable morning and midday observations were last obtained on this day, and the cargo stowed from Japan was S.W. During the night the wind increased and continued to do so until about 1 p.m. on Sunday when it had attained typhoon force. The spray was so dense and continuous as to obscure every thing from view. Our course had been changed on the morning of this day to S.W. & W. At 6.30 p.m. the ship was stopped, and soundings put in 17 fathoms, while sand, and again at 7.30 p.m. in 35 fathoms, while sand, and again at 8.30 p.m. in 50 fathoms, while sand, and again at 9.30 p.m. in 60 fathoms, while sand, and again at 10.30 p.m. in 70 fathoms, while sand, and again at 11.30 p.m. in 80 fathoms, while sand, and again at 12.30 p.m. in 90 fathoms, while sand, and again at 1.30 p.m. in 100 fathoms, while sand, and again at 2.30 p.m. in 110 fathoms, while sand, and again at 3.30 p.m. in 120 fathoms, while sand, and again at 4.30 p.m. in 130 fathoms, while sand, and again at 5.30 p.m. in 140 fathoms, while sand, and again at 6.30 p.m. in 150 fathoms, while sand, and again at 7.30 p.m. in 160 fathoms, while sand, and again at 8.30 p.m. in 170 fathoms, while sand, and again at 9.30 p.m. in 180 fathoms, while sand, and again at 10.30 p.m. in 190 fathoms, while sand, and again at 11.30 p.m. in 200 fathoms, while sand, and again at 12.30 p.m. in 210 fathoms, while sand, 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